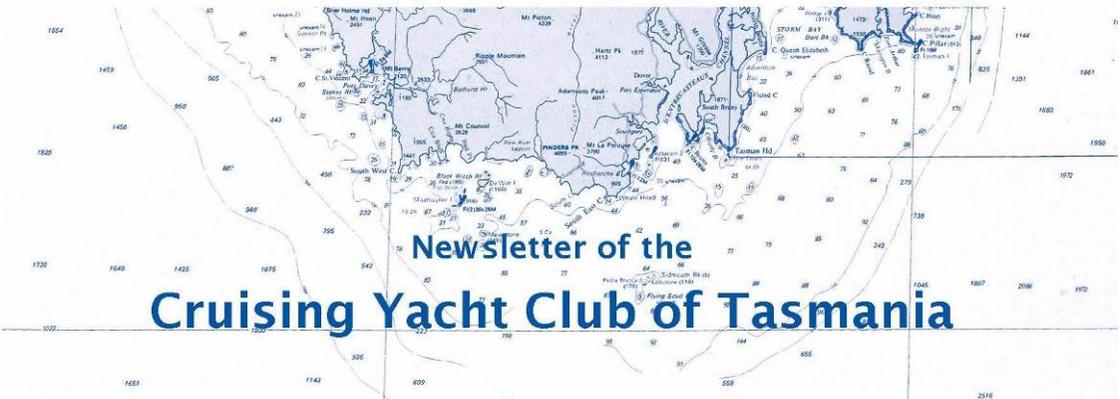


Albatross

Volume 36 No 01 February 2010



*A storm is brewing. Mickeys Bay, New Year's Eve
Photo – Erika Johnson*



Newsletter of the
Cruising Yacht Club of Tasmania

THE CRUISING YACHT CLUB OF TASMANIA INC.

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www.cyct.org.au

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Cruising Responsibilities

Members and others taking part in CYCT events are reminded that the decision to participate in any cruise or event rests with each boat's skipper. Information supplied by the Club or its officers is intended as a guide only. The

Club does not 'control' or lead events and neither the Club nor the event coordinator is responsible for the safety of any boat or person.

Regardless of information supplied by the Club or its officers the skipper is solely responsible for the boat at all times.

Skippers are encouraged to keep Coast Radio Hobart informed of their location, destination and plans during the course of any cruise.

CYCT Calendar

January – Sat 23rd to Tue 26th

Tasman Island Circumnavigation

See Vice Commodore's Report for details

February - Tue 2nd

General Meeting – Mariners Cottage – 6.00pm

Traditional social barbecue at Mariners' Cottage, Battery Point. BYO everything. May be combined with briefing session for Recherche Bay cruise.

February – Sat 6th to Mon 8th

Regatta Day Weekend Cruise to Recherche Bay

See Vice Commodore's Report for details

February - Wed 10th

Committee Meeting – Mariners Cottage – 7.30pm

February – Sat 20th to Sun 21st

Weekend Cruise to Simpsons or Great Bay

Details in Vice Commodore's Report

March - Tue 2nd

General Meeting – D S S – 8.00pm

Details in Rear Commodore's Report

March - Wed 10th

Committee Meeting – Mariners Cottage – 7.30pm

April – Easter Weekend Fri 2nd to Mon 5th

Cruise to Maria Island

Details to follow.

April - Tue 6th

General Meeting – D S S – 8.00pm

NOTE – As this is Easter Tuesday, it is possible that the date may be changed to the following Tuesday. Confirmation of the date will appear in the next issue of 'Albatross'.

Editorial



After the wettest winter for over fifty years, so we are told, we have had one of the finest starts to summer that we could wish for. Ever since Christmas Day, the sun has shone for most, if not all the time, the rain has kept away, and the breezes have been brisk. As cruising sailors, what more could we ask for? I hope all members have been able to take advantage of the kindness of the weather gods and have spent much time on the water.

This issue of 'Albatross' consists almost entirely of contributions from members. I am sure that all members would like to thank those who do take the time and trouble to submit an article for their newsletter. Why not be among their number?

Sadly, the Christmas period saw the passing of our immediate past Rear Commodore, Merv Hughes. A tribute appears on page 16.

A member who prefers to remain incognito has written an article about the cost and benefits of using bio-fuel. Seems the former may outweigh the latter. Jose Navarro, our Rear Commodore, has described the trials and tribulations he has faced attempting to overcome a recalcitrant gearbox problem. And we have two descriptions of the New Year's Eve non-barbecue at Mickey's, as well as an important article from Andrew Boon about DSC VHF radios. The non-CYCT contributed article is another by well known weather forecaster, Kenn Batt. All good, interesting stuff, very appropriate to our readership.

By the time this issue of 'Albatross' hits your letterbox, *Wayfarer II*, with Andrew and Judy Boon on board, as well as Margie and myself, hope to be well on our way to Flinders Island. With luck, that may lead to an article on the cruise for this esteemed publication.

Finally, please consider the notice on page 8. The Committee is hoping to receive a range of constructive suggestions as to how we may use our assets to encourage safe, active cruising in Tasmania.

Cheers.

Chris Palmer
editor@cyct.org.au

Commodore's Comments



We were all very saddened to hear of the passing of Merv Page, our Past Rear Commodore. Condolences from CYCT have been passed on to his family.

The New Year's Eve cruise to Mickey's was attended by 13 boats. Some left on 30th Dec and others arrived on 31st. We were unable to have a barbecue onshore for New Year's Eve because of a total fire ban due to high winds and high temperature. On board our boats we were entertained by Mother Nature's fireworks display in the form of spectacular sheet and fork lightning. It was great to see new members in our group.

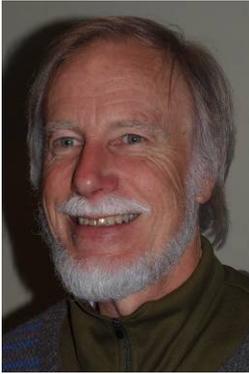
As the wind was turning southerly some boats headed home next day. *Irish Mist*, *Neptune*, *Windrush*, *Honeybee* and *Peacemaker* moved up to the Quarries. *Neptune* left for home in the afternoon and the remaining boats anchored to a sou'west. At approx. 0100 next morning the wind turned hard nor'east. The game was on to move out into the night. After motoring through strong winds, big swell and misty rain, *Irish Mist* anchored at north Apollo. *Windrush* and *Peacemaker* arrived at Quarantine at 0500. We enjoyed a quiet day recovering and had a barbecue onshore in the evening. Next day *Windrush* and *Irish Mist* moved up to Gentleman's Corner for lunch and *Peacemaker* followed.

Then all hell broke loose; *Peacemaker* lost steering approaching The Narrows. Pulling out headsail, we were about 1m from rocks watching the oysters pulling up their skirts running up the bank for safety! A launch came to our aid as we radioed for help. Then *Irish Mist* towed us to Quarantine Point while we awaited the assistance of the yellow tow truck - Coast Guard Kettering. A good stiff medicinal brandy was the order of the hour! So this Commodore arrived home after a lovely five days away with tail between his legs! A fault was found in the installation of the steering cables which has now been rectified. Lessons were learnt and our cautionary tale is - after our tiller was replaced by a wheel, the tiller butt remained and our tiller was aboard but had not been shortened. We could have got out of all sorts of trouble had we been able to use our tiller.

We look forward to seeing old members and new at our barbecue at Mariner's Cottage in February.

Peter Makepeace

Vice Commodore's Report



It seems a long while since I last reported.

Sloping Island Cruise, Nov 21-22

I told you the weather would be sunny that weekend, not that I had any reason to do so. Sunday turned out as I said, but came too late. Unfortunately the weather forecast wasn't good so the only club members over at Slopen were from *Sagres*, and they went by car. Only *Pandora* and *Asterix* reached Slopen Main on Saturday, and we both scuttled back to the Channel that evening after hearing the weather forecast, *Pandora* to take advantage of the northeasterly and *Asterix* to avoid an expected bumpy trip next day.

Other Club boats who decided at various times to go elsewhere were *Charon*, *Get-a-life*, *Rhona Marion* and *Minerva*. We'll try this spot again later.

Special Introductory Cruise, December 5-6

I was told that I ran the briefing for this too long. It must have been true because it turned out that I was amongst only three people on the cruise with less than a quarter century of cruising experience. The weather suited sailing and the evening barbecue and the fishing was good. We stayed in Quarantine Bay overnight, snug from the north-westerlies which didn't eventuate. Sunday included a walk around the roads (where we even saw a vehicle), fishing, some practice sailing and a run home which suited the sailors better than power boats. A top turnup included *Peacemaker*, *Tynwald*, *Andromeda*, *Irish Mist*, *Pendulum*, *Neptune*, *Asterix* and *Alcairo*. *Foxy Lady* was with us too but spent the night in Rosebanks.

New Years Party Cruise, Dec 31-Jan 3

Our Xmas break didn't match everyone else's. We got away for a couple of days on Boxing Day and got as far as Dover, seeing plenty of CYCT boats on the trip. Being too successful has its disadvantages; we needed to come home to savour the fruits of our cray fishing. New Years Eve was too hot for our floating oven, so we didn't get out to join the thirteen boats who gathered in Mickeys, where I gather the natural fireworks made up for the uncertainty of the expected cold front. I don't even have a list of boats which were there. Can someone help me out? We got out on New Year's Day but the bleak forecasts and commitments drove us home next day. Still, we heard plenty of club boats on the water. My thanks to everyone who told me what we missed.

Washing the boat, I noticed a bearing buddy had fallen off the trailer, so we went back to look for it. About a metre under water on the boat ramp I noticed

a number plate, then I realised that it was ours. I had to get cold and wet retrieving it but picking up more than we expected did make the journey worthwhile.

Tasman Peninsula Circumnavigation January 23-26

I cannot yet report on the January trip; something for next month

Recherche Bay Regatta Day Weekend February 6-8

We intend to leave on Thursday or Friday, depending on the weather. It requires a long day or some night sailing to get to Recherche from Hobart so many boats will overnight part way. Others who went to Recherche over the Xmas break may not want to go again. If anyone is interested we can discuss it at the barbecue at the Mariners Cottage and I'll send emails as usual closer to the event. I'll make the usual calls at 1105 am on the Saturday. This will be an opportunity to get some experience of that trip, and maybe meet up with some of them. Besides that, Recherche is still as good as in d'Entrecasteaux's time, better even, if you like walking. It has good anchorages and fishing, making the hours needed to get there well worthwhile.

Weekend Cruise to Simpsons or Great Bay, February 20-21

For a change, another simple cruise to a wonderful location. I'll send emails a week in advance. The final destination will depend on weather and people's wishes. I'll call on VHF77 at 11 am on 20 February.

Easter, Maria Island

This trip is getting closer and deserves consideration.

Cruising Calendar

This year I want to get other people's views. Is there someone else out there who is willing to give up an evening to help me sort out the calendar for the rest of the year? More than one person would be wonderful.

Ian Fletcher



Rear Commodore's Report



Quite a lot of sadness surrounds this report with the sudden passing of my predecessor, Merv Page. Although I did not know him very well, I will always remember his moustache (very much like my late father), his gentleman-like manners and his subtle ways of doing all things related to the Club. I am sure all Club members will express their deepest sympathy to Kathleen on this eventful time.

On another note, once again I want to thank Dave and Annick for their hospitality by letting the Club members use their wonderful property overlooking Kettering for the Club Christmas get-together. I trust everybody enjoyed the Christmas lunch; it was a quiet, unassuming and peaceful gathering until the 'BiiiG Man in Red', ringing a bell and with a bag full of presents for the little ones, came along. By the way, many, many thanks to Paul Kerrison for a job well done. If that was one of the permanent official roles of the Club I would personally lobby the committee to assign it to you in perpetuity.

As many of you members know, I am still having problems with the gear box installed in *Odyssey III* (for those interested in someone else's predicaments, there is an article in this issue of 'Albatross' about this), therefore I have been unable to *sail/cruise/go on the water* as, I suppose, many of you have done during the holiday season. For this reason alone I could not catch up with the latest gossip going around the many vessels *sailing/cruising/going on the water* (flying or otherwise the blue burgee with the white albatross).

In another words, there is not much to report apart from trying to tie up some guest speakers for our March meeting. I will try to organise the projected talk about mental and physical fitness. I thought it would be very interesting when the proposition was made to me and I am sure we will have time to get the experts on those fields further down the track, but in March we will hear from Mike and Sue Powell – *Yarandoo II* - who cruised from Kettering to Kettering via Alaska.

Easy Cruising,

José A. Navarro

CRUISING YACHT CLUB OF TASMANIA

*Members!
We want your
ideas on how
we can put our
assets to better
use.*

Over time, your Club has built up cash reserves that remain untouched from one year to the next because our income from subscriptions and advertising covers our operating costs.

Your Committee believes that at least a proportion of this money should be put to better use promoting cruising activities and supporting associated training programs.

All members are invited to submit ideas on how these objectives might best be achieved.

Please forward your ideas to

The Secretary at
secretary@cyct.org.au or to
PO Box 605, Sandy Bay, Tas,
7006

by 7th February 2010

After review by the Committee, proposals will be taken to a General Meeting for the consideration of all members

It's Not Easy Being Green

From 'Kermit'

I guess all of us are a bit green. Some of us are a deep and uncompromising green while others of us are a sort of pale uncertain kind of green. But most of us try to be environmentally informed and responsible citizens – you know, we bin our empty stubbies and bring them back with us at the end of the cruise, no longer disposing of them over the side after knocking the bottoms out of them. In the same caring and nurturing way we don't jetsam other rubbish to the sea either, apart perhaps from a few veggie scraps we feel sure will be regarded as delicacies by our pelagic neighbours. Indeed, the very act of sailing without the assistance of fossil fuel is in itself a selfless act of environmental prudence.

The difficulty is knowing what can be done to make a difference. The trouble is, we all love our heat pumps (powered by coal fired power stations) and our morning papers (trees!) and of course, steaks on the barbie (from cattle which belch and emit other nastinesses into the atmosphere) and let's not even start on our insatiable need to travel. So it was, with zeal in my heart and pity for my anguishing bank manager who wonders how on earth I can afford a boat that I decided to give biodiesel a go.

Our fine vessel is regarded by some, somewhat unkindly, as a stink boat. It is in fact a sturdy, good looking, very comfortable vessel in the bloom of mature years. So in making the conversion to biodiesel I felt that not only would we be using an environmentally friendly fuel - and a very much cheaper fuel at that - but that we would go some way to ameliorate uncharitable attitudes of sailing purists by replacing the acrid smell of diesel exhaust with the enticing smell of fish and chips. You see the bio I was using had been recycled from restaurant and fish shop cooking oil and that unmistakable odour remained. The restaurateurs were certainly glad to be rid of the messy stuff. It seemed a win-win all round.

Well, all that's green is not gold, if you know what I mean. Some two years down the rhumb line I thought this was definitely the way of the future. I shandied diesel and biodiesel at about 50/50 and was flirting with the idea of a 100% conversion. Engine power was good, my bank manager was his former generous and caring self, the aroma of fresh fish and chips followed us everywhere we went – what more could we want? That was, until Christmas Day.

My wife and I rose very early on Christmas Day. It was reminiscent of days long gone when young children woke in the middle of the night to search for presents left by that wily old fellow who has, it seems, but one change of rather

odd clothes. We were to spend four days on our much loved boat with family to join us on Boxing Day. Well you can imagine it. Food and beverages to amply provide for a small army, fuel in drums, gifts for the family, Chrissy decorations, clothes (we always take far too many changes) books we were unlikely to read, fishing gear, clean bedding and by no means least, our fun, boat trained dog. By 0845 we were loaded and with the engine warmed we made our way out of Kettering and into a glassy Channel, bound for Alexanders and then who knows where?

We were almost half way across The Channel when it happened. Without warning or ceremony the engine died, just like that. Suspecting fuel failure as the likely cause an inspection was made for ruptured pipes and when all seemed in order, fuel flow to the pumps and injectors was checked. Fuel was getting through but after running for a couple of minutes the engine would stop. We tried again and again without success. With time and tide against us we resigned to our fate. As a member of Coast Radio Hobart I was able to summon help – the fish farms were closing in on us – and within minutes no less than four vessels came to our aid. Included amongst them was our esteemed ‘Albatross’ Editor who heard our call to Coast Radio Hobart and left his anchorage in the Duck Pond ready to render welcome assistance. We were towed to Alexanders but despite several hours of endeavour in the engine room and not a little un-seasonal language, we came to the conclusion that we would have to return to Kettering and that our Christmas Cruise had come to a premature end.

The outcome was most interesting. Small residues of methanol in the biodiesel and an amazing build up of glycerine (a by-product of the process of making biodiesel) combined to block three fuel filters and perish the diaphragm in the lift pump and a rubber fuel hose. The poor engine was starved for fuel. Our green fuel it seemed, came at a cost.

The problem has now been rectified and our boat is back to its old self again. It was an unhappy outcome and an expensive one, and until biodiesel producers can sort these problems we’re staying with proper diesel. But would you believe it? In discussion with the parts supplier it turns out that even proper diesel now causes deterioration in some of the components of diesel engines. Apparently sulphur has been removed from diesel to reduce emissions, leaving rubber components at risk of gradual deterioration. Fortunately for some, not all engines are affected. But, in a voice replete with impending doom, our supplier confirmed we would not be so lucky. Some time down the track we could be up the creek without any sort of propulsion yet again.

It’s just not easy being green.

Kermit.



Is your VHF DSC 'DISTRESS' button operational?

From Andrew Boon

The Coast Radio Hobart technical team has been looking at the ins and outs of VHF DSC (Digital Selective Calling) recently. We were mainly interested in using DSC as an automatic or semi-automatic position reporting service for CRH members, but some other things have come to light along the way. These include radios which have not had an MMSI programmed in and which do not have GPS location data connected.

Do you have VHF DSC?

If you have bought a new VHF marine radio in the last few years and it has a red cover over a push button labelled 'DISTRESS', then you have a VHF DSC radio. The Distress button is the main feature of DSC for most users. If you are in a distress situation, you should lift the red cover, press and hold the button under the cover for 5 seconds. A digital distress signal will be transmitted on VHF channel 70. This signal includes your vessel's unique ID code and (ideally) your latitude and longitude. Any VHF DSC radio at a nearby vessel or shore station which receives your signal will sound an audible signal to alert the operators to your situation. Contrary to some radio user manuals, you must then manually switch to VHF channel 16 and put out a voice distress call (as specified in the "Marine Radio Operators Handbook" published by AMC).

Will your DISTRESS button work when you need it?

Your radio will not transmit a DISTRESS call when you press the red button if you have not programmed your vessel's ID code ("MMSI") into the radio. You have to apply to AMSA for an MMSI; the application form can be obtained at <http://www.amsa.gov.au/Forms/AMSA89.pdf> or by ringing the Registrar on 1800 406 406 and requesting a copy. The completed form should be faxed or mailed back to AMSA (the address is on the form). To obtain an MMSI, you need to quote the number of your Marine Radio Operators Certificate of Proficiency (VHF, Restricted or higher).

If you have a VHF DSC radio and have not programmed it with your MMSI, then you have paid for valuable technology that you are not able to use and are not gaining the benefit of your signal being detected by the numerous VMR base stations which monitor the DSC channel 70 for Distress purposes.

Of all the controls on the radio, the function of the 'DISTRESS' button is the most obvious. If it is not operational, time will be wasted and confusion created when it really does hit the fan. As a skipper, you have a responsibility to ensure that everything is done to ensure that the equipment is fully operational (but unfortunately test 'DISTRESS' calls are not an option).

For maximum benefit, you should connect your GPS to your VHF DSC radio. This will ensure that your position (lat/long) is broadcast when you send a distress call. If your GPS is not connected to your radio, those hearing the call will know that someone is in distress but not where you are. Connection of a GPS to a VHF DSC radio generally requires some soldering and you'll definitely have to read the user manuals of the GPS receiver and the VHF DSC radio.

What should you do?

If you have a VHF DSC radio, work through the following checklist:

1. Do you have an operator's certificate of proficiency (VHF, Restricted or better)?
2. If yes, go to 3. If no: enrol in a course (through SailTrain, Coastguard, private training organizations, etc), pass the exam and get a certificate, then go to 3.
3. Get the MMSI application form from AMSA, complete and return it.
4. When you receive your MMSI from AMSA, find and read your radio User Manual and learn how to program the MMSI into the radio. If you are not comfortable doing this, seek help as you generally only get one or two attempts if you get it wrong. Better still, get the supplier of the radio to program it in for you.
5. Install your VHF DSC radio in your boat and program your MMSI.
6. Solder a male connector (suggest a good quality RCA audio connector) to the 'NMEA In' connection to your VHF DSC radio. Details will be in the radio User Manual.
7. Solder a mating female connector (RCA female socket) to your GPS receiver 'NMEA out' (or 'Data Out') connection. Details will be in the GPS User Manual.
8. Plug the radio 'NMEA In' plug into the GPS socket and check that the appropriate GPS indication appears on the radio display (check your radio User Manual). Waterproof the connection if it is exposed to the weather.
9. Make an Individual Call to another DSC radio, then send a Position Report to another DSC radio. Success with these will check that your

MMSI has been correctly programmed and that your GPS connection is working. Read your radio User Manual to learn how to make these calls.

If all of this seems daunting, please seek technical help. Until you complete 9, you cannot be sure that your DISTRESS button will work.

Famous Chocolate Cake

From Wendy Fletcher

Ingredients

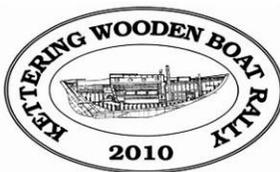
- 1¾ cup plain flour
- 2 cups sugar
- ¾ cup cocoa
- 1½ teaspoons baking powder
- 1½ teaspoons baking soda
- 2 eggs
- 1 cup milk
- ½ cup vegetable oil
- 2 teaspoons vanilla

Beat all the ingredients together for several minutes (preferably with an electric beater). Once well mixed add one cup boiling water. The mixture is very runny.

Pour into a ring tin and bake for approx 35-40 mins at 175°C. Test with a skewer to make sure the middle is cooked.

Cool the cake for ten minutes before removing from the tin.

Ice with your favourite icing.



Long weekend 6th, 7th & 8th February

The Kettering Yacht Club and the Wooden Boat Guild of Tasmania invite you to join in a rally of wooden boats on the D'Entrecasteaux Channel.

Sailing vessels, motor boats and dinghies are all welcome to join the fun, but all participating vessels must have wood as their principal construction material.

On Water Programme

Sunday

- ◆ Pursuit sailing races Division 1 yachts (spinnakers allowed)
- ◆ Pursuit sailing races Division 2 yachts (no spinnakers)
- ◆ Off the beach dinghy sailing races
- ◆ Rowing dinghy events
- ◆ Parade of motoring boats
- ◆ Other class events subject to entries

Social Programme

Saturday

- ◆ Bar-b-que dinner at KYC commencing 6.30pm

Sunday

- ◆ Breakfast at KYC - commencing 7.30 am
- ◆ Dinner & trophy presentations at Oyster Cove Inn - from 7pm (\$40 pp)

Monday

- ◆ Breakfast at KYC commencing 7.30 am

Entry

Fees \$20 per boat. Late entries may be accepted at \$40

Closing date for entries 25th January (no refunds) Entry forms may be downloaded from either www.woodenboatguildtas.org.au or www.kyc.yachting.org.au, and forwarded to Kettering Wooden Boat Rally, PO Box 280, Kettering, Tas 7155.

Sailing Instructions

Sailing instructions will be available on www.kyc.yachting.org.au and at the club house on Saturday. They will be finalised after entries are closed so that special events may be arranged for groups of similar boats. Courses will be in the vicinity of Kettering and will, subject to the weather, have an emphasis on reaching and being kind to boats and crew.

Mooring parking and launching

Mooring and parking will be the responsibility of boat owners. However our sponsor, Oyster Cove Marina will provide some berthing at no cost. Please telephone (03) 62674827 to make arrangements. There are launching facilities for trailer boats at Trial Bay

Race pennants and plaques

All entrants will receive a pennant and a plaque. Boats are encouraged to fly their own bunting.

Trophies

There will be assorted trophies for race winners, best dressed crew and various other causes, at the discretion of the committee. There will be no monetary prizes (or sheep stations). Trophies will be awarded at the Sunday dinner

Parallel Event

Wooden Boat theme art show

Safety Requirements

Yachts entering sailing races must meet AYF Category 7. Parading and rowing boats must meet MAST safety requirements.

Insurance

Racing yachts must have third party insurance.

Responsibility

All those taking part do so at their own risk and responsibility. The responsibility for a boat's decision to participate in a race or rally event, or to continue, is hers alone.

For further information contact KYC Secretary Jim Tayton 62 674051 or WBGTS Secretary Roscoe Barnett 62 271720



Merv Page – 1925 to 2009

Rear Commodore 2008 – 2009



Merv Page was born in Victoria and had a long and distinguished career in the timber industry, which took him around the world many times over when he was seconded to the UN. In spite of the demands of his work, Merv managed to find time to sail as a member of Hobson's Bay Yacht Club at Williamstown. He sailed a range of boats on Port Phillip Bay, the Gippsland area and for a while over in Western Australia.

Following retirement, and after spending some time 'land cruising' with his wife Kathleen, Merv decided to relocate to Tasmania to enjoy the life of a sea-changer in the Channel area. He and Kathleen acquired *Iris*, a 32' Pugh Moonwind design, in which he planned to cruise the d'Entrecasteaux Channel and further afield.

Not long after joining CYCT, in a typical gesture of generosity, Merv put his hand up to assist in the running of the Club and was elected Rear Commodore. In his short time in this role he organized a number of interesting speakers as well as a visit to *Aurora Australis*, and introduced the practice of making guest speakers Honorary Members for a year.

Sadly, deteriorating health forced him to relinquish the Rear Commodore position after only one year, and also curtailed his cruising plans. Last December he passed away while visiting family in Melbourne, but in the words of Kathleen, 'he went with a full tummy and a happy heart'.

Merv will be remembered as one of nature's gentlemen – someone who was always ready to help the Club out, and do so with grace and charm. His contribution to CYCT was much appreciated at the time, and will be remembered into the future.

The Club extends its deepest sympathy to Kathleen, and Merv's family.



The Seven Days of Christmas!

or

The Cruise that Never Was From Erika Johnson

'Twas the 3rd day of Christmas when Chris said to me

Let's join the CYCT cruise down the Channel



Neptune and *Stryder* slipped their moorings and sailed into a stiff westerly breeze. The three French hens had all been eaten and the excesses of the festive season soon blown away as we heeled to the gusts. *Neptune* romped along, reveling in the white water. That is until ... labouring into a particularly strong gust the head tore out of the genoa! Its quick descent was foiled by Chris and his crew (me) and we soon had the situation under control with a somewhat sloppy furl.

Continuing under main alone *Neptune* was decidedly sluggish so we resorted to the iron topsail to reach our night's anchorage behind Ventenat Point. Here in Quarries Bay we were soon joined by *Stryder* with Nick, Helen and my grandchildren - Joshua & Georgia. They were keen to go ashore to the beach, while Granma and Uncle Chris relaxed on board.

However, before Chris could relax, Nick hoisted him to the masthead to retrieve the genoa halyard. Then, after pulling the genoa off the furler for temporary repairs it was rehoisted ready for the next day's sailing.



On the 4th day of Christmas the four calling-birds of the popular carol were in fact seagulls soaring overhead. A strong westerly wind still swept across the bay.

The scene was not much different from my first visit in the 1970s, except for the incursion of recent human habitation. Behind the sandy beaches and sandstone cliffs are several houses and the remnants of pine plantations first planted in the 1930s. A few trees still struggle to survive amid the regenerating bush, but there was no sign of the rabbit-proof fence which once enclosed them.

Ashore, we explored the quarry which gives the bay its name. Glaister & Co, of Port Philip, were contractors in building the new GPO in Melbourne and Victorian Houses of Parliament. Between September and December 1860, 700 tons of sandstone was shipped to Victoria. A second quarry, opened the same year, was operated by stonemason, Algernon Swift. A small township, known as Irish Town, grew up around Quarries Bay, with the workmen said to be convicts on ticket-of-leave.



The stone was of variable quality and work was almost at a standstill by 1887.



Today, long silent, the cliff-face workings and huge caverns are collapsing despite the rudimentary wooden props - a mute reminder of earlier days.

The forecast changed by the hour with winds expected from all points of the compass. The wind did change to the north east - in the middle of the night, of course - but we managed to hang on till breakfast time.

On the 5th day of Christmas both *Neptune* and *Stryder* headed south. Tinpot Bay was packed with 'gin palaces' so we continued on to Mickeys where, much to our surprise, we were the only boats in the bay.

Once known as The Bay of Islands, this indentation on the northern shore of Great Taylors Bay is flanked by Curlew Island and Seagull Rock. The bay later became known as Mickeys Bay - possibly named for a settler who, in about 1880, produced charcoal which was shipped to Hobart by trading ketch. An alternative theory suggests that the bay reflects the nickname of Reginald H. (Mickey) Hawkins, son of a keeper at the Cape Bruny Lighthouse, who purchased 99 acres in the area in August 1907.

The day was fine and hot - another day for the beach, declared my grandchildren. The tide was going out and the shallows dried to a vast expanse of sand. Leaving the dinghies tied to paddles set upright in the sand, we waded through pools of tepid seawater. Joshua paddled his canoe and Georgia and her mother built sandcastles while Nick and Chris attempted to dam the outgoing

tide! The wet sand was home to large numbers of sand-crabs and small black periwinkles tickled our toes.

Later an exercise in sounding the channel behind Curlew Island revealed a maximum depth of about 12 feet – enough to sail through, thought Nick and Josh!

In the cool of the evening we gathered ashore for a barbecue and toasted marshmallows as a near-full moon rose overhead.

New Year's Eve - the 6th day of Christmas - sweltered with temperatures soaring into the high 30's. Clouds gathered and the sultry air had a portent of bad weather.

Soon there was standing room only in the anchorage when we were, at last, joined by a gaggle

of CYCT boats including *Peacemaker*, *Windrush*, *Irish Mist*, *Indian Summer*, *Honey Bee*, *Pandora*, *Avalon of Tasman*, *Get a Life*, *Foxy Lady* and *Freelance*. The Club had planned a barbecue on shore that night but, unfortunately, a total fire ban was in force. The word went around that we'd all gather ashore

anyway. However, nature had other ideas.



horizontal and sheet lightning and a short, sharp shower of rain.

New Year's Eve came and went but no one ventured ashore. In between lightning strikes we adjourned to *Stryder* for coffee and cakes and most cabin lights were extinguished before midnight.



The 7th day of Christmas brought cooler weather with strong southerly winds. The fleet slowly dissipated and by mid-morning *Neptune* had also raised anchor and headed for home. However, I had the feeling that something was missing. Despite the fact that we all ended up in the programmed anchorage we had missed the convivial company of other Club members and it felt like a case of 'the cruise that never was'!

References

South Bruny Island, Richard Pybus

A Guide to Bruny Island History, B. Davis

New Year's Eve in the Channel

From Chris Hussey



New Year began with about 13 club boats moored at Mickey's, all looking forward to our regular onshore celebration of New Year's Eve.

We had modified plans, given the fire ban until 9.30, to eat on board and then go ashore and enjoy each other's company. It was not to be, however, as a spectacular storm front crossed over us just as the sun set and a glorious full moon rose. The actual divide was above us, and the rain fell heavily for all of 30 seconds, and then stopped. But what an amazing lightning display – our own personal New Year's Eve fireworks show for at least two hours!

On New Year's Day we went our various ways, and *Windrush*, *Peacemaker*, *Honey Bee* and *Irish Mist* ended up in the Quarries – again, conditions were not suited to going ashore, but we enjoyed hospitality on various boats – great to welcome new members onto the scene!

2.00am Saturday saw a wind shift to the east and everyone again dispersed, this time with three of us in Quarantine. With crews threatening mutiny over the lack of shore leave, at last, a barbecue ashore!

On Sunday, just for a change of scene, lunch ashore at the Duck Pond – a fitting finish to a most convivial weekend.



ling to The Quarries

Guess who's coming for dinner?

From Jose Navarro – Rear Commodore

No, I am not going to write an essay about that movie starring Sydney Poitier and Katherine Hepburn; I am going to vent my frustration about that *'inanimate assembly'* called a Marine Diesel Engine/Gear box. You know what I am talking about!

Unable to sail *Odyssey III* since the second week in May 2009, and after hearing many expert opinions, we are just about to throw in the proverbial towel.

The first piece of advice was about a possibly damaged propeller. The previous year we came across some electrolytic damage in it. After the haul-out in October for the yearly anti-fouling 'ceremony' we found that our fears were totally unfounded. The zinc electrode fitted to the shaft was wonderfully, almost, eaten away (very good for the propeller's wellbeing).

Next in the list were the clutch(es) disks. "Most sure they are slipping, not giving enough friction to provide the necessary thrust to the shaft and

propeller... and, if the vessel is going astern but not forward is because the forward clutch is the one more often used, mate!”

The horrific thought of having to go back into the cradle and onto the hard stand forced us to do some research, finding out in the process that it could be the internal ‘pressure relief valve’, which can get stuck in a certain position not allowing the oil to reach the necessary pressure to press the clutch. Right or wrong?... Both! We found a broken spring inside the valve. Hallelujah! We managed to receive, three weeks later, a postal parcel with three springs made to the specifications by someone in Melbourne (we ordered two extra ones as spare). We fitted one of them, but to no avail, *Odyssey III* would move back but not forward.

Sorry!.. Back to the slip as the originally fitted stern-gland seal would not give enough room to move the shaft back to uncouple it from the flange at the end of the gear box. Sounds very technical and complicated. All translates to the need to create a gap of about a ‘finger-thick’ between them, so the ‘*inanimate assembly*’ could be removed from its mountings.

While waiting for the necessary ‘kit’ to replace the clutch(es), we decided retrofit a new (Volvo-made) stern-gland seal. This involved cutting back the stern tube to allow for that extra gap mentioned above. That was a real winner, because in the future, we could remove the ‘*inanimate assembly*’ while the boat is in the water.

Two weeks later we managed to remove the Gear Box from the ‘*inanimate assembly*’ and ... Voilà! ... The ‘damper plate’ attached to the engine’s flywheel has all the teeth ground off... Poor old thing! “For sure this is the cause of all your troubles... mate!” A \$120.00, second-hand replacement was easily found and fitted. By the weekend, everything was back in place. *Odyssey III* is back in the water first thing on Monday morning ...How exciting!

Bugger you!...*Odyssey III* needed a tow to go back from the slip to her mooring pen.

“Definitely is the set of disks in the clutch(es)... 100% sure it is, mate!”

As predicted the Volvo ‘thing’ we fitted previously worked perfectly. We were able to dismantle everything, within the comfort of our floating jetty again, in less than five hours. As we already had received the kit with all the bits and pieces for the clutch(es) “this is going to be a piece of cake”.

We found that no more than 20% of the friction material was stuck to the ‘reverse clutch’ disks and only one of five disks of the ‘forward clutch’ had a piece of that friction material not much bigger than a 20 cent coin. Now everybody wonders how on Earth we could pretend or insist on *Odyssey III* going forward. “I told you, the problem was in the clutch(es)... mate!”

At the time of writing this, we are still waiting for a new set of eleven springs. They are needed to hold back the pressure plate which will activate the 'reverse clutch'...Didn't I tell you? Last weekend, when trying to re-assemble the gear box I found four of those eleven springs broken. Hopefully tomorrow, Friday the 15th of January 2010, I will receive another parcel posted from the Mainland...

...To be continued.

P.S. The title given to this article came to me as the '*inanimate assembly*' has been sitting in the middle of our cabin, next to the dining table, week after week, after week...



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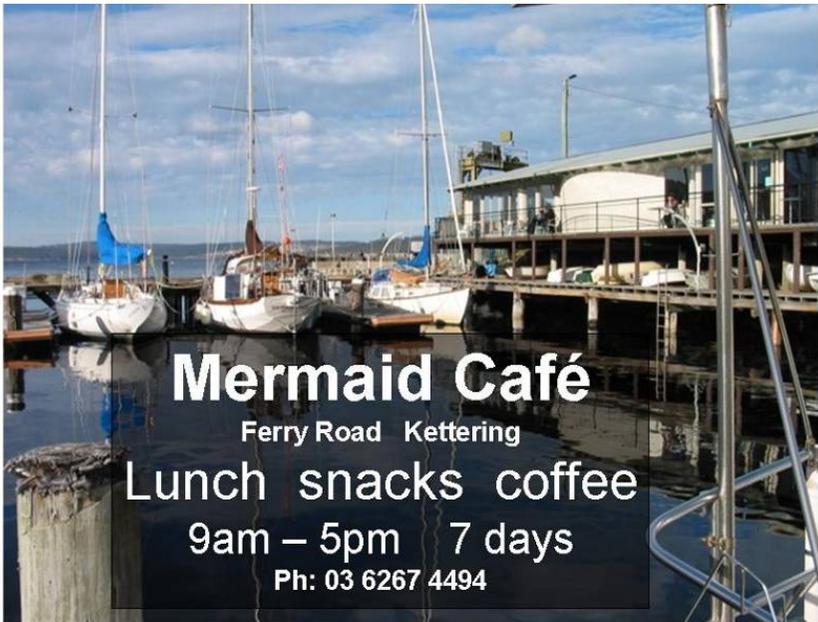
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Going About

Member's Advertisement

From Ken Miller – *Get A Life*

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Seen any strange fish lately?

If so, take a look at <http://www.redmap.org.au/>. The Tasmanian Aquaculture and Fisheries Institute would like to hear from you if you notice any fish that are not normally known in these parts.

Thanks to Milton and Glenys Cunningham for this piece of info.

From Stewart Edwards

Happy New Year to all fellow CYCT members. Sadly we have not been out on our yacht lately - however I spent some time over the festive season in the Liaison Centre at the RYCT for the Rolex Sydney to Hobart Race and managed to get a berth as crew on *Veloce* for the King of the Derwent. Wow, what a ride that was.

I recall this joke which I trust will bring a smile or two

'An old salt was smoking his pipe on the foredeck of his wooden cutter tied up to the wharf at Sullivans Cove; he had a false leg, a false arm and one eye.

'I interrupted his solace and asked what happened to him. He told me that his leg was blown off in a skirmish whilst at sea in the navy and he lost his arm when fighting with pirates in the Adriatic Sea.

'I asked what happened to his eye and he told me that a seagull pooped in it whilst he was checking his position with a sextant.

'I asked how that would have made him lose his eye. He said he wiped it with the hand that had been replaced by a hook.'

We hope to be in your company soon.



Welcome – New Members

—————
Terry and Gillian Long

Dreamtime

Richard Phillips

Charon

David and Muriel Greenwood

French Kiss

Justin and Judy Arundell

Saltair

Martin and Annie Cole

Sprayfoam
—————

On behalf of all members of the Cruising Yacht Club of Tasmania, the Committee welcomes these new members to the Club, and looks forward to a long and happy association with them, on and off the water.

Applications for Membership

Fone and Sheila Berriman

Merlin (ex Senta)

Stewart and Barbara Edwards

Mintaka

Michael and Dusanne Tooth

Rebel King

Gus Vans-Colina

StormFisher

David and Sally James

Kestrel

These nominations for membership will automatically be accepted within 14 days of the next General Meeting immediately following this issue of 'Albatross', subject only to any Member lodging an objection in writing to the Secretary no later than that date.



Not a CYCT Member?

Then download an application form from the Club website - www.cyct.org.au - or apply for membership on line at: www.cyct.org.au/Membership/Application/

Contact any CYCT Committee Member (details inside the front cover of this newsletter) for more information.

We look forward to welcoming you to our Club.

New Member Profile

Justin and Judy Arundell – *Saltair*

Judy and Justin immigrated to Hobart from Sydney in May 2008. Under the influence of the "Cruising Southern Tasmania" handbook, it didn't take long to realise that living in Tasmania was incomplete without a boat. *Saltair* was nice enough to take them on, matching her 24 year experience to their enthusiasm.

Saltair is berthed at the BYC and is keen to show Judy & Justin the delights of cruising these waters. She is a 28' Knoop, designed by Walter and built by John Salter in 1986. She was launched at the DSS on 15th February 1986. Judy & Justin are graduates from the renowned Competent Crew training course run by Sailtrain at DSS and keen to extend their experience.

They are both looking forward to getting out on the water as much as possible under sail to explore as many nooks and crannies as they can along this beautiful coastline.

Meteorology of Bass Strait

From Kenn Batt – Bureau of Meteorology

Bass Strait is a place that one can loathe one day and love the next!

It is the shallow stretch of water between Tasmania and mainland Australia connecting the Tasman Sea with the Great Australian Bight. It is about 80m deep in the centre and has sills slightly deeper than 50m on either side. It is the shallowness coupled with the complicated tidal flows that can make it one of the worst hell-holes on earth especially since a fully risen sea can set-up very quickly only after a strong wind has been blowing for a relatively short period of time. OK the subject of this article is the weather but nevertheless the oceanography of the area is very interesting and will be the subject of a future article.

Wind

During the winter and spring months, fairly intense low pressure systems “in the westerlies” occur in the Bass Strait area on 4 to 5 occasions. The great majority of these have their centres passing south of Tasmania but strong westerly winds affect Bass Strait, including the coastline east of Wilson’s Promontory. Common or “garden variety” low pressure systems tend to have a favoured track through Bass Strait after having approached its western entrance from a northwest or west direction. The frequency of these systems is about 2 to 3 per month in the winter half of the year, around 1 per month in autumn and **almost none** in summer (**BUT** remember the 1983, 1993 and the 1998 Sydney to Hobart yacht races amongst others!). However the most frequent interruption to the settled weather of the sub-tropical ridge of high pressure is provided by the passage of cold fronts with wind changes from the north and northwest to west and southwest. This is a regular phenomenon in the winter half of the year, in which case low centres pass to the south of Tasmania in the Southern Ocean . The succession of highs and fronts is not by any means regular; and strong winds between northwest and southwest are sometimes maintained with bad weather for weeks at a time.

The strongest winds usually blow from somewhere between the northwest and the southwest. However southeast gales can affect the eastern part of the Strait at infrequent periods, particularly in autumn. Maximum wind speeds are generally in excess of 50 knots. Gale-force winds blow mainly from directions between north and southwest (through the west) and are associated with very deep lows with steep pressure gradients (isobars very close together). Occasionally in summer the combined influence of an intense ex-tropical low over NSW latitudes and a high pressure system over Tasmania can produce easterly gales over the Strait as well as the exposed Victorian coastline.

With the lows in the “westerlies”, the average duration of the strongest winds is around 1 to 2 days, in slower moving, more intense lows, generally centred south of Tasmania, 3 to 4 days and the southeasterly gales 4 or 5 days. Wave heights exceeding 14 metres have been encountered in Bass Strait. The complicated tidal streams through this area in general, coupled with the wind pattern, ensures us that the dreaded situation of wind opposing current and hence the exaggerated wave height scenario crops up with monotonous regularity. Banks Strait which lies between Flinders Island and the Tasmanian mainland in the east, is particularly very bad for this situation.

Bass Strait essentially being land-locked on its northern and southern boundaries, behaves in a similar way to that of a wind tunnel. Broad westerly wind flow is tunnelled/channelled such that in eastern Bass Strait, wind speeds can nearly be double those further west. Banks Strait on a localised scale, can further enhance this already heightened wind flow and consequently has a bad reputation amongst the seafaring community. The key to estimating the speed of the wind through the Strait in general is the air pressure difference between each end. In essence, the greater the pressure difference the stronger the winds! So one should check the pressure readings at both Flinders and King Islands each time they are read out over VMC, other coastal radio stations and of course the Bureau of Meteorology’s web-site <http://www.bom.gov.au/marine>

Eastern Bass Strait can from time to time be the place where an east coast low will intensify after moving down the NSW coast, or develop in situ in which case southwesterly/south easterly gales (storm-force at times) can be experienced.

Sea/Swell

In winter and spring, seas are generally roughest in Bass Strait, as the lows in the “westerlies” and their associated cold fronts are then farthest north and probable limits of conditions are well represented by the two following examples. At times in winter, successive highs follow unusually far southern tracks and show a tendency to stagnate around Tasmania, and quiet weather in months of usually stormy conditions results. On the other hand a situation bringing widespread sea disturbances, often of a prolonged nature occurs occasionally in winter or spring when the high pressure track, and with it the cold fronts and associated lows, moves abnormally far north, permitting westerly gales in a steep pressure gradient of west/east oriented isobars to blow interruptedly over the Strait.

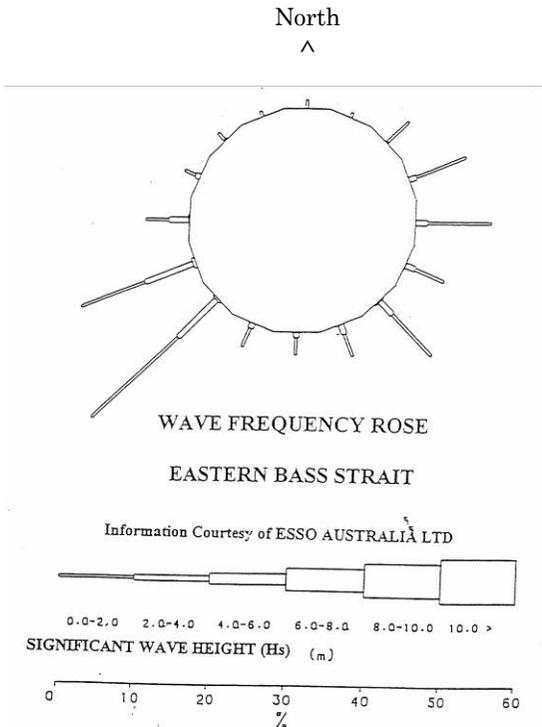
Over Bass Strait in general, swell waves are present on about 75% to 85% of days in all seasons, and about 40% to 50% of the time it is of moderate intensity. Of slight and heavy swell, the former is the more frequent by a small margin. The most common swell direction is between west and south; this is particularly so in the west and southwest parts, where in more than 60% of cases of swell it comes from this quarter. Easterly swell sometimes persists

through the whole length of Bass Strait, this is mainly a summer phenomenon, but it occurs less frequently at the western end than at the eastern end of the Strait.

Satellite derived images can be used to show the probability of experiencing certain wave heights for most areas of the Australian Coastline. These images can be viewed in a book called “A Users Guide to the Australian Coast”, by Dr. Greg Laughlin. The year round probability of encountering 3 metre or higher waves is around 30% at the western end of the strait, compared to around 15% in the North East.

The year round average wave height is near 2.5 metres at the western end of the strait, decreasing to 1.6 m in the east. However, it should be noted that in the event of an East Coast Low, significant waves from the south east in excess of 6m are likely. Waves in excess of 15 m have been reported in the strongest storms.

Acknowledgement: Data used in this article has been made available with the kind co-operation of Lawson & Treloar P/L and ESSO Australia Ltd.



Minutes of the December General Meeting

of the Cruising Yacht Club of Tasmania
held at the Derwent Sailing Squadron, Marieville
Esplanade, Sandy Bay on 1st December 2009

Opening:

Commodore Peter Makepeace declared the meeting open at 8:00pm.

Present;

There were 25 members present.

Attending:

Visitors attending were Caroline and Greg Walker from the Bellerive Yacht Club.

Minutes:

Minutes of the Special General Meeting were accepted as a true record as proposed by Robert Grey and seconded by Barry Jones.

Minutes of the monthly General Meeting were accepted as a true record as proposed by Margaret Jones and seconded by Ian Fletcher.

Business Arising:

Margaret Jones asked why the list of members had not been published. Vice Commodore Ian Fletcher advised that the responsibilities of the Club in relation to the privacy of member's personal information still needed to be clarified and that the Committee will publish a new list as soon as possible.

Correspondence:

Correspondence was accepted as read by affirmation.

Commodore's Report:

Commodore Peter Makepeace asked that members of the Committee make sure their reports are available for meetings.

Peter welcomed new members into the Club and presented them with burgees.

Richard Phillips and Wendy Bradfield, Justin and Judy Arundell, Terry and Gillian Long, Tony and Leonie Scobie, Martin and Anne Cole, David and Muriel Greenwood, Peter and Chris McHugh, Tony and Kim Brewer.

Vice-Commodore's Report:

Vice-Commodore Ian Fletcher reported on the Slopen Is cruise and explained the cruising schedule including cruises on New Year's Eve, the circumnavigation of Tasman Peninsular and the introductory cruise for novice crews.

Rear Commodore's Report.

Rear Commodore Jose Navarro reminded members that the details of the Christmas function on 12 December 2009 were in the 'Albatross'.

Other Business:

No other business was raised.

Next Meeting:

The next meeting will be a BYO BBQ at the Mariner's Cottage on 2nd February 2010.

Closure:

The Commodore thanked visitors and members for attending and closed the meeting at 8:25pm.

Rob Grey
Secretary



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Photos from Erika Johnson



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